

of the tour and no club had explicitly won it from the Buffalo club.

This year new rules have been drawn up and everything possible done to effect a distinct winning of the trophy by the cars forming the team of some one club. Before the start of the tour the Automobile Club of Buffalo will formally turn over the trophy to the touring board of the American Automobile Association and the conditions require that all ties be run off.

### 1908 Event "Touring Contest."

The rules for this event have been changed each year with the consent of the donor of the trophy, but the 1908 tour will be the first time it has officially been called "Touring Contest." It is the first year in which the cars have been required to carry observers, who will note every repair and adjustment and all that happens to the cars. Points will be forfeited for all repairs and for failure to run on schedule.

The conditions, the route and the schedule, taken altogether, are such that in will be a credit to every car that survives and no disgrace to lose a few points. The trophy will be awarded to the club whose team loses the fewest points, and it will be any one's prize until the finish, because the very worst day of travel will be the last day, when the schedule calls for nearly 200 miles entirely over mountain roads.

On this day any of the weak brethren who have been staggering along are likely to lose points galore or be left by the roadside. The scenery will be glorious all the way, but going will be as vexatious as the path of the most wicked.

Yet these strenuous conditions are what make this one event the most important in the country to the great average run of men and women who want to know the respective merits of the different cars.

### Route Through Mountains.

The itinerary of the tour, giving the places where the overnight stops will be made and the distance of each day's run is as follows:

	Miles.
July 9—Buffalo to Cambridge Springs	117.4
July 10—Cambridge Springs to Pittsburg	110.2
July 11—Pittsburg to Bedford Springs	106.4
July 12—Sunday rest at Bedford Springs	
July 13—Bedford Springs to Harrisburg	107.3
July 14—Harrisburg to Philadelphia	133.5
July 15—Philadelphia to Milford	132
July 16—Milford to Albany	158.5
July 17—Albany to Boston	194.2
July 18-19—Rest at Boston	
July 20—Boston to Poland Springs	154
July 21—Poland Springs to Rangeley Lake, Maine	141.7
July 22—Rangeley Lake to Bethlehem, N. H.	130
July 23—Bethlehem to Saratoga, N. Y.	134.5
Total	1,669.7

At each place Chairman F. B. Hower of the A. A. A. touring board, who is in charge of the run, will establish an official headquarters for himself and his assistants and any contestant, or other person on the tour, can be reached by mail or telegraph at these places, headquarters, which are as follows:

Buffalo, N. Y., Iroquois Hotel; Cambridge Springs, Pa., Rider House; Pittsburg, Pa., Hotel Schenley; Bedford Springs, Pa., Bedford Springs Hotel; Harrisburg, Pa., Lochiel Hotel; Philadelphia, Pa., Hotel Walton; Milford, Pa., Bluff House; Albany, N. Y., Ten Eyck Hotel; Boston, Mass., Hotel Somerset; Poland Springs, Me., Summit Springs House; Rangeley, Me., Rangeley Lake House; Bethlehem, N. H., The Sinclair; Saratoga, N. Y., Grand Union.

hoped that this much-coveted trophy will find its way to Indianapolis, either in the possession of the Premier or the Overland.

F. B. Hower, chairman of the tour, is enthusiastic over the way in which entries have come in during the last few days. Up to June 25 only twenty-three entries had been received, but it is already evident that at least fifty cars will participate. Hower says that manufacturers can not and will not be hurried in this matter, and they seem to prefer entering by wire at the last minute than to sending in the information some days ahead.

Two of the Overland cars left Indianapolis for Buffalo on Friday evening, one of them being driven by Carl Brockway, who has made such a reputation during the last few weeks in winning six firsts and four seconds out of ten hill climbs in which he participated. C. R. Forth, the Ohio sales manager of the Overland Company, is driving the second car. Forth has driven 10,000 miles through Ohio during the last eight weeks, and is driving his car straight through to Buffalo to join the tourists.

Frank Barnett of Motor Age spent Thursday and Friday of last week in Indianapolis while on his way to Buffalo. Barnett is one of the best-known publicity men in the automobile trade and has made special telegraph and telephone arrangements to take care of his reports along the line.

## THOMAS CAR NOW IN LEAD IN NEW YORK-PARIS RACE

### America's Champion Passes German Entry by Run Over Miserable Siberian Roads, Using Railroad Tracks.

NEW YORK, July 4.—America's champion in the New York-to-Paris has again taken the lead over all competitors and is now twenty-four hours ahead of the German entry. In the early start from Vladivostok the Thomas found more impassable roads, covered by flood, and had to return to the Transsiberian Railroad tracks. The Protos again took advantage of this experience, duplicating that of the Thomas going to Alaska, and instead of following the road taken by America's champion, it took the lead by using the tracks at once.

Gradually the Thomas has been gaining. Six days' lead of the Protos was steadily cut down until today's report shows the Thomas to be one day ahead.

The Thomas caught the German car Monday and passed it just outside of Kayinsk. The Protos had been racing all night at a good speed, when suddenly the driver saw the Thomas only two miles behind. Then began the first real neck-to-neck race of the contest. Lieut. Koeppen, running on high speed, threw open his throttle. Schuster opened his likewise. For fully fifteen minutes the two snafing, puffing machines shot through the darkness at breakneck speed, and slowly the Thomas began to show a visible gain on Germany's champion.

Finally the American machine poked its nose right up to the German's gasoline tank and Lieut. Koeppen drew his machine aside to give it the road.

The Thomas made the run from Irkutsk to Omsk in four days less time than was required by Prince Borghese with the Italian car that made the record in the "Peking-to-Paris" race last year. One thousand four hundred and twenty-five miles were covered in nine days.

### RAMBLER CAR WINS.

In the one-mile record trials for automobile amateurs at Pocono Summit, Stroudsburg, Pa., the Rambler, driven by W. H. Pierce, won the event in 1 minute 16 3/8 seconds.

training quarters have been secured at Dieppe, and that everything is now in readiness for the great race on July 7.

After a few days on the course, which however, could not be covered on the racer owing to tarring and other preparations, the entire team ran down to Paris a distance of rather more than 100 miles. Strang driving the racer and the rest of the party following on the touring car. The wayside inhabitants are familiar with fast racing cars, but the Thomas team attracted no small amount of attention. Strang by reason of his speed and roar and the touring party by reason of speed and the fluttering American flag.

The cylinders had to be dismantled, the bore verified by an official of the French Club, and each cylinder stamped in order to prevent any changing. Those members of the racing team not holding the French driving license were obliged to undergo an official test in the streets of Paris.

### Drivers Are Examined.

Monty Roberts, who was one of the unlicensed members, had to undergo the test, much to his amusement. After a quarter of an hour in traffic, however, the Government inspector was convinced that the pilot of the New York-Paris race knew enough about an automobile to be given a first-class ticket.

On returning to Dieppe further tests will be made with the racer on the roads in the neighborhood of the course, and every opportunity will be taken by the racing team to study the curves on the touring car. Tests with the racing car are forbidden by the French Club until a few days before the race, the object of the restriction being to keep the course in perfect condition.

Though competing against specially built racers with a stock runabout, practically the same as the 1908 Thomas model with the exception of a slight increase in bore, Harry S. Hout is convinced that the Thomas car will make an excellent showing on July 7. In selecting to race under these limitations, Hout believes that the best possible demonstration will be given of the speed, reliability and endurance of the product of the E. R. Thomas Motor Car Company. On straightway stretches the racer has attained a speed of ninety miles an hour, which is sufficient to prove that it will not be the slowest of the forty-eight cars to compete for the world's greatest speed trophy.

## PRESIDENTIAL NOMINEE TAFT LIKES LOTS OF SPEED

### Big Man Opens Out White Steamer to Full Capacity in His Drives and Autoists Believe He Will Be Their Friend.

NEW YORK, July 4.—Does Presidential Candidate Taft believe in a rigid enforcement of the automobile speed ordinance? The published reports of his record-breaking trip in one of the Government White Steamers from President Roosevelt's home at Oyster Bay to the ferry house at Long Island City, on Saturday, would indicate that he does not. Mr. Taft was desirous of taking the 5 o'clock train from Jersey City for Washington. There is a 2:40 train from Oyster Bay which would have given him plenty of time to make connections, but evidently he preferred to make the trip by motor car.

After lunching with the President he was driven to the railroad station, but only for the purpose of saying a few words to those who were awaiting him there, and then donning duster, cap and goggles, he gave word to Secret Service Officer Searies, who was in charge of the White, to "let 'er go." Leaving the Oyster Bay Station at 2:40, as noted by the vigilant reporters, the car arrived at the Long Island City ferry house at 3:46, thus covering the thirty-two-mile trip in one hour and six minutes, or fourteen minutes less than the train schedule. It is evident that in W. H. Taft motorists have a friend who may be counted upon to further their cause, "legislatively" and otherwise.

# A ONE MAN RUNABOUT

